

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Trans-Carpathian Oblast)
 SUBJECT Roads and Railroads through Uzhgorod

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 OF CONTENT IS TENTATIVE.
 KEY SEE REVERSE)

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1.

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[] the part of the road between the border and Uzhgorod. This part of the road is in very good condition and has a hard, paved surface, soft shoulders, and small ditches on both sides. The surface is approximately 9-10 m wide. The road is closed at the border; there is no crossing-point there.

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2.

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The Uzhgorod-Mukachevo road is the most important road in the Trans-Carpathian Oblast. It has a hard, paved surface, either of stones or of asphalt. There are ditches and soft shoulders on both sides. The surface is approximately 9-10 m wide and in excellent condition. Permanent maintenance is carried out.

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3.

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[] between Uzhgorod and Chop. This part of the road was completely reconditioned in 1951. It had a hard, asphalt surface, approximately seven to eight meters wide, soft shoulders, and ditches on both sides. Between 1950 and 1952, the Latoritsa River bridge, which had been blown up during the war, was reconstructed. This reinforced concrete bridge is near Chop, and the Uzhgorod-Chop road crosses it.

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[REDACTED] 25X1

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4. [REDACTED]

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5. [REDACTED] no information on this road.

5. [REDACTED] 25X1

It is a single-track, broad-gauge line.

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6. [REDACTED]

It is a single-track, broad-gauge line.

7. [REDACTED] 25X1

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8. [REDACTED] There is a village near the Uzhgorod-Chop line called Minay.

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8. [REDACTED]

There is a road from Uzhgorod straight to Mukachevo, but the railroad goes through Chop. Passengers can take a through train straight to Mukachevo, or transfer at Chop.

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